He has also received any number of grand complimentary dinners, and has also organized a mining company, of which he is a trustee and large stockholder. The native Arisons cavalry (Spanish Americans.) and Arisons tregular infantry (Maricopa and Pimo Indians) have hilled off a goodly number of Apaches within a few months, but I regret to add that there are still a few more left. The white soldiers seem to avoid them, or they are avoided by the Indians, I cannot tell which, and the consequence is that few Apaches fall by their hands.

General McDowell brought back with him from Arizona Captain Juan Cheveria, head chief of the Maricopa nation, and his first sergeant and interpreter. Jose

Arizona Captain Juan Cheveria, head chief of the Maricopa nation, and his dist sergeant and interpreter, Jose Cabezon, or "Joseph Big Head." Captain Cheveria holds a captain's commission in Company B, First infantry, Arizona volunteers. J. Ross Browne, the traveller and contributor to Harper's Monthly, holds a captain's commission in Company C of the same regiment. Captain Cheveria, who does not speak a word of English, is by virtue of priority of commission Captain Browne's ranking officer.

The gallant Captain Cheveria is almost a duplicate of his friend Iratha, Chief of the Mojaves, who visited Washington, and was lionized, some two years since. He looks like a fighting man, and is said to be one. His tribe have always been the friends of the white men and remained true to the Union even while their country was temporarily in the hands of the Invading Texans. Captain Cheveria is now riding around town and seeing the sights of San Francisco with evident relish, dressed in full United States Army uniform.

Hon. Anson Bushingams, Envoy Extraordinary and Minister Pienipotentiary to China, and General R. B. Yan Valkeaburg, United States Minister to the Court of Yeddo, received a complimentary dinner from Charles Walcott Brooks, Esq., Commercial Agent for Japan, at his house, on Tuesday evening. They leave on the next steamer for Honolulu, and go thence by salling vossel to their destination.

heir destination.

The Bulletin has also come out quietly in favor of the resident's reconstruction policy, and there is now not single daily paper of any circulation in San Francisco thich sustains the Stevens, Fred Douglass, Summer, and Philips faction. The Associated Press Agent, Mr. which sustains the Stevens, Fred Douglass, summer, and Philips faction. The Associated Press Agent, Mr. Rooker, returns to New York by the steamer to-day, the proposed arrangement with new papers for receiving overland despatches having entirely failed. The Alta and Bulletin in San Francisco, and the Sacramento Union are the only papers in California which receive overland despatches now.

Passengers by the steamship Arizona, who were at Acapulco, Mexico, on the 6th inst, report as follows:— The military situation at Acapulco remains the same as it has been for the past year. The French troops have a garrison in the fort and a man-of-war in the harbor, while the liberal General Alvarez commands a force
which occupies all the surrounding hills and prevents
communication with the interior. This encampment is
in plain sight from the harbor, but the French manifest
on desire to dislodge him. Indeed the French are
obliged to keep close within their lines during the day,
and at night to lock themselves up in the fort. The
town, which never numbered more than a few hundred
souls, has but about one hundred in it now, and these
are of a class too poor and miserable to get away.

The United States gunboht Saranac was tying in the
harbor of Acapulco on the 6th of April. The officers and
men were all well. The officers appear to be much
amused at the situation at Acapulco, and commiserate
the Fronch, who, despite their inability to dispense with
their customary airs, are nevertheless not a little humiliated at their position.

The Defeat of the Imperialists Near Mazatlam Contradicted.

SAN FRANCISCO, April 20, 1866. San Francisco, April 20, 1866.

The imperial Consul, Mr. Guiltin, has received Mazatlan advices of March 25, and asserts that no battle had

City Amusements.

Mr. Charles Barras is still meeting with success at Mr. George Wood's theatre, opposite the St. Nicholas Hotel, and nightly playing to increased and highly interested audiences. His Vertigo Morbid, in the Hypochondrac, is one of the few original pieces of acting in the humor-ous line which have lately been produced in New York. It ranges with the part of Mr. Owens in Solon Shingle, and is brought before the beholder with the raciness and fluish characterizing that gentleman's representa-tions. If making his auditors laugh until their sides are some from the time he comes upon the boards until he sore from the time he comes upon the boards until he leaves them may be denominated success, then Mr. Barras is certainly abundantly successful. During next week this gentleman will appear as Aminidab Sleek in the Serious Family, and also repeat the Hypochondriac. On Monday, April 30, the World Sisters, Fronc, Souther and January respectively. Sophic and Jennie, respectively fifteen, seventeen and sineteen years of age, together with Mile Streibenger, premiere dansuses from Europe, are to make their debut at Mr. Woods' theatre. They will introduce the seriocomic speciacular extravaganza of the Eives, or the Statue Bride. Saveral worthy additions to the stock com-pany have been made, in order to bring out this piece with a proper cast, including Miss Lucia Deans, and all the skill of the scenic artists, costumers and machinists of the establishment will be put in requision to the

THE MATINESS TO-DAY. Four matines entertainments, dramatic and musics have been arranged for this afternoon. At the Broadwa George Christy's Minstrels' matinee begins, at the new Fifth Avenue Opera House, at two o'clock. The programme is comprehensive, including Green's Mocking Bird Song. Teny Pastor gives a mattere at his Opera House, in the Bowery, at half-past two o'clock. The Working Girls of New York is still on the boards. Blind fom, the negro munician, opens his Tom matinee, at irv-ing Hall, at three o'clock.

PIFTH SOURCE OF CHAMBER MUSIC. to is to take part in one of the string quartets of the far more latitude and abandon allowed, especially in the latter; but the quartet, without the most delicate shades of coloring and correct phrasing being given, is a complete failure. It is then a treat which cannot be too appreciated to attend one of those soirces of r music given at Dodworth's Hall this season and listen to the interpretation of these works by four of the most accomplished artists of the Philharmonic Society, assisted by Mr. William Mason on the piano. At the last soirce, Mozart, Schumann and Beethoven were on the bill. The string quartet, No. 6, of the former, was rendered by Messrs. Thomas, Mosenthal, Matzka and Berguer. The minuet of this work is the least attractive of Mozart's compositions in this line, and was rather industrict in the rendering, but the allegro parts were given with all the class and vigor that characterize that lumbering and resemble the pranks of an elephant more than the fairy-like flutterings which Beethoven and Mendelssohn have thrown around them. The third movement, and not can'abile, in his quartet, opus 47, is a beautiful and sym-metrical structure of harmony. The final's was un-satisfactory and incomplete. Mr. Mason played the plano mainfactory and incomplete. Mr. Mason played the plano part with commendable grace and correct expression. He abstanced from all meretricious display of artistic sen-mational effects, and confined himself to the limits pre-scribed by the composer. Beethoven's charming work the dismal void is broken occasionally by faint squeaks of some unintelligible language called Grand Italian opera. The last soirce will take place on April 25.

NECROMANCY AT HOPE CRAPEL, -Mr. Albert Russell, the well-known prestriction and ventriloquist, will open a series of his necromantic and vocal fests at Hope Chapel, Broadwar, April 23. Mr. Russell's system of legerdemain and voice imitations are speken of as wonderful.

Matiny on Shipboard in Charleston

CHARLESTON, April 20, 1866. A mutiny occurred this morning on board the bark centland, Captain Maynard, lying in the stream, loaded with cotton, for Liverpool. The crew of the vessel are

## TERRIBLE CATASTROPHE.

Destruction of the English Steamship European at Aspinwall.

Explosion of Seventy Cases of Nitro-Glycerine, Equal to Seven Hundred Kegs of Gunpowder.

Over Seventy Persons Killed and Wounded.

Great Destruction of Property on Shore.

The Panama Railroad Company's Splendid Freight House a Mass of Ruins.

The Loss Estimated at Over One

Million of Dollars. &c.

Our Panama Correspondence

PANAMA, April 7, 1866.

One of those terrible salamities that so to remind us of the uncertainty of all things mortal ha taken place at Aspinwall—a calamity that will long be ered here and elsewhere on account of the im mense destruction of life and property caused by an agen that we had heard of as being dangerous, but which we httle dreamed possessed such gigantic force as the explo-sion on board the European has demonstrated. It is estimated that the explosive force of nitro-glycerine, or times that of gunpowder; hence the explosion of seventy cases on board the European was equal to that of seven

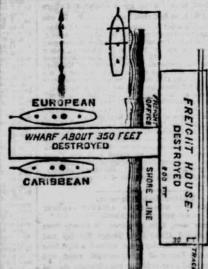
the steamship European was equal to that of seven hundred kegs of gunpowder, or nearly nine tons.

The steamship European belonged to the West India and Pacific Steamship Company, a line of steamers running between Liverpool, St. Thomas, Jamaica, Aspinwall and other points on the Spanish Main and West India islands. She was a screw steamer of about seven-India islands. She was a screw stemmer of about seven-teen hundred tons, and was considered one of the best on the line. These vessels are intended more for treight than passengers, and in the former busi-ness have been doing well, carrying full cargoss-both ways. The line has doubtless been mak-ing money; but it has been singularly unfortunate in the loss of some of its best vessels. Only a few months since one of their new ships foundered off the French coast. The last mail brought us the news of the loss of the Granadian, another nearly new vessel and loss of the Granadian, another nearly new vessel, and now the total destruction of the European makes three that have been used up in a very short space of Mme,

that have been used up in a very short space of mme, and their loss must seriously cripple the line.

The European arrived at Aspiswall on the morning of the 2d inst. from Liverpool, with a large amount of cargo for all parts of the Pacific and the Isthmus. Soon after her arrival she hauled up to the Long Wharf, at the head of which is situated the large and beautiful freight house of the Panama Railroad Company. The following morning, about seven o'elock—when, had the train for Panama started on time, half-past six A. M., all of those employed on the wharf and in the freight house would have been attending to their respective dutice—a most terrific explosion occurred, the destructive effect of which was at once visible to those who were near at hand, and to those distant, out of sight of the wharf and its surroundings, the effect of the concussion was scarcely less severe. The detention of the train was the salvation of very many lives; but, as it is, the loss of life is fearful very many rives: but, as it is, the too of hie is rearried to think of, nearly all in the immediate vicinity of the explector being killed outright or terribly wounded. Of the latter, although well cared for, some must die, their injuries being of such a nature as fo render recovery impossible.

Before caying anything of the effect of the explosion I will speak of the locality and the positions of the ves-sels nearest the scene. The subjoined map will give an accurate idea of the wharf, freight house and their im THE SCENE OF THE EXPLOSION.



The wharf beside which the steamer was laying was about four hundred feet long and forty wide, and was constructed in the most substantial manner, with a heavy flooring and roofed over its entire length. The Europea was on the north side and her sister ship of the same line, the Caribbean, on the other side. The freight house was a splendid building, constructed of stone, state and iron entirely, and was about three hundred feet long and eighty wide. The vessel designated on the map north of the Caribbean is the American brig Kremlin, of the Beston Ice Company. Another vessel lay alongside the Crane wharf but a short distance north of the Kremlin. The royal mail steamed in Tamar was anchored at Midell's wharf south of the Caribbean. Behind the freight house is a lagoon, south of which is the railroad ticket office. The ground in the vicinity of the disaster has been filled in

To those removed from the wharf the first visible effect of the tremendous force of the explosion was in the instant and a most entire demolition of the freight house—a structure of the most durable nature, and one that was apparently able to resist almost any explosive force except within the building itself. One track only ran through the building, the rest of the floor space being devoted to a platform for freight discharged from or to be loaded in cars. Both the end walls of this building were demolished, and the superb fron roof, rafters, girders, braces, &c., fell into the interior of the building, forming a hoge unshapen mass of ruins and destruction, where a moment before everything was strength and symmetry. Of course, in an instant after the occurrence, when those unburt recovered from the effect of the concussion, a rush was made for the wharf to succor those injured, and here it was that the whole scene burst upon the view-a scene heartrending and awful, and telling that many of those who a few momente before were in the enjoyment of life and health had forever passed away from earth. The iron plates of the ship's hull were torn out completely, and almost everything about decks was a mass of runs. The wharf abrenet of where the explosion occurred was completely cut through the piles, cross beams, flooring, and in fact everything was carried away, and the entire structure was shattered, every plank even being started from its position. On board the Caribbean the destruction was very great; her bosts were all crushed, her deck houses shattered and many of the heavy iron beams and kness of the ship's hall were broken like pipestems. She is so much injured that it will take ten days at least to make her seaworthy. It is very singular that while so much destruction was entailed upon the freight house and the steamer opposite that a brig, the Kremlin, lying between the building and the European, suffered no

ore damage than having her deck house started a 1ew ches. Other exceptions to the surrounding ruin I will

Of course the European was found to be on fire, and as it was feared that the explosion had been caused by powder having been put on board, on false bills of lading, it was thought there might be still remaining to the property in the still remaining to the property for the disaster was unknown. It became necessary to get the burning hull away from the wharf, not only to save property from destruction by fire, but to have it out of the way of doing more harm should another supposed ignition of powder take place. Consequently the royal mail steam market. take place. Consequently the royal mail steam packet Tamar got up steam and towed the burning hull to the other side of the bay; and soon after casting off her lines another explosion did take place, but the distance was in great danger of entire destruction by fire, as i strenuous exertion of citizens and others, with the as sistance of a very servicable fire engine. Scon after the second explosion took place the steamer sunk, and but a small portion of her smokestack remains above water. It was some time before the true cause of the disaster

power, and the ship had but a small quantity for firing signal guns. No steam was up, and all were at a loss for a knowledge of what it was until the seventy cases of glonorine or nitro-glycerine, shipped at Liverpoo for San Francisco, told the whole story and brought to light how much more dangerous an article than gunpowder formed one of the principal items of the ship's cargo. This article, the Herato readers will remember, is the same that a small quantity standing in a case on the curbstone of a pavement in New York caused, on exploding, such wh lessle destruction of the property adjoining. In that case there was but a small quantity as a sample, while on board the European seventy cases, each containing a large quantity, caused the calamity—a quantity sufficient to have demolished blocks of buildings had they been close to two tweets.

The effects of the concussion are visible over the existent.

The effects of the concussion are visible over the entire length and breagth of Aspinwali. At the railroad com-pany's mess house, distant about a third of a mile to the northward, the glass and crockery were extensively de-molished; beyond that, in the new church, many of the beautiful stained glass windows were shattered. To the southward, about the same distance, at the Pacific Mail Steamship Company's wharf, the residence of the Super-intendent was very much strained; while to the east-ward nearly everything of a perishable nature, such as quiring extensive repairs before they will be again fit to were thrown to immense distances and in every direc-tion. I saw a small iron knee, weighing four or five pounds, that was picked up over a thousand yards from the steamer. Another piece of metal, apparently belong-ing to the ship's machinery, fell on the roof of a house fully five hundred yards distant and passed through to the floor, and hundreds of similar instances could be re-lated if the space could be spared to give them all.

the floor, and hundreds of similar instances could be related if the space could be spared to give them all.

THE KILLED, WOUNDED AND MISSING.

The correct number of killed, wounded and missing will, ham condent, never be known, for around Asyan-wall there are so many 'dock loaiers,' that a dozen or more could be put out of the way without their being missed. Of the officers and men of the ship, Capitain Cole, Mr. Glass, chief officer; Mr. Palson, second officer, Dr. Burrows, surgeon; Edward Davis, carpenter: Wm. Pritchard and J. A. Young, sallors, and Richard, cabin boy, are known to be k'lled. The third officer escaped as if by a miracle. He was by the hatch at the time of the explosion, and was thrown to the forward part of the vessel with great foste and received but a few bruises. The most reliable report in have is that only about fifteen or twenty out of the sixty souls that composed the ship's company have escaped. But one of the railroad company's employes, a Mr. Calvo, a native of the lathmus, was killed. Mr. Swainson clerk of the agent of the company and nineteen others were killed, and several of the wounded have died in the hospital of the railroad company. So we may calculate that between seventy and eighty will be about the number of caualties. Several bodies have been dragged up from the bottom, they having been blown overboard, and others are supposed to have gone down with the vessel. The sharks have, no doubt, disposed of others, hence the impossibility of determining the exact number lost. Some of it's bodies recovered were most horribly mullated, burned and disfigured, so much so as to render it very dimenti indeed to recognize them. In the vicinity of the catastroph portions of fusin bodies were strewn in every direction; pieces of fiesh, entrails, bones, &c., &c., were picked up, and a beand not recognizable was blown through the cabin akylight of the Caribbean. A woman's foot with a slipper on was found, supposed to be a portion of one of two

as usual, in Pansma. The continued absence of this official from his post should command the attention of the State Department, and I hope this accident will be the means of bringing it before the Secretary in the strongest light, in order that there may be a change.

The commander of the European was an officer of the Royal Naval Reserve, and it was the intention of Acting Volunteer Lieutenant Commanding MacDonald to have paid military honors to his remains at the funeral, but the Profect of Aspinwall refused permission for the United States marines to land with their arms, and thus the unfortunates did not receive the honors due to their rank through the contemptible conduct of a person hoiding a little brief authority. It will be well to keep this refusal in mind; it may be in our power some of these days to return the compliment, unless we are determined to return good for will. The dead were all interret, with appropriate caremonies, at the railroad company's burial ground.

Scenes and Incidents.

terred, with appropriate caremonies, at the railroad company's burial ground.

SCENES AND INCIDENTS.

While the Tamar was towing the it-fated steamer out from the wharf, at many of the "dead eyes" faces were seen in agony and arms thrust out waving in vain for holp. Outside the wharros are buoys intended to anchor vessels and prevent them from dashing against the piers in rough weather. The screw of the European fouled in one of those buoys, and carried it across the bay. When she sunk the buoy served as a mark to designate the spot. One man standing at a short distance from the railroad ticket office was farried by the force of the explosion across the track aimost to the edge of the lagoon. The explosion was heard at a considerable distance from the city, and its effects were not confined to the immediate vicinity of the wharf. I never saw terror depicted on the human countenance in a more striking manner than on the faces of the elerks and other employes of the railroad company who were so fortunately around the train at the fatal hour that the murderous giveerine exploded. For many days some of them shivered with fear at the most trilling note, and went around with pailld faces, intening to the different versions of the horrible affair retailed by every group at the street corners. The very name of nitro-giveerine will long be the terror of the people of Aspinwail and the most harmless oily fluids regarded with distrust fin of well known or tested.

THE ACCIDENT AND ITS RESULTS.

wall and the most harmiess oily fluids regarded with distrust if not well known or tested.

THE ACCIDENT AND ITS RESULTS.

We are abjourn now to find out who will have to foot the bill for the immense amount of damage done to the railroad company's property? Will it be the shipper, if he has money seough, or will the steamship company have to do it? Surely the railroad company will not have to stand this loss because a merchant sees fit to ship, and a company allows to be carried, a cargo ten times more dangerous than gunpowder. The whole subject of nitro-giverine will now receive the proper attention, for the loss of the European and the cause thereof will be thoroughly inquired into in Engineed. Of cognet instant death to all in the ship's hold prevents our being able to obtain particulars of how the explosion took place; but the fact now being established beyond all doubt, of the true character of this material, its ship ment will in future be grobiblisted, as it should be, and a severe punishment should be meted out to any person attempting to evade the law.

The loss of the European and the terrible destruction of life will be and news in England, for it will carry sorrow into many a household, and what punishment is too severe for those who will ship the material capable of making such wholesale destruction if they know and understand its dangerous and trancherous power? How fortunate that it did not succeed in reaching the California steamer, for it might have exploded there among five hundred people, as well as at Aspinwall. I imagine then the destruction of hie and property that would have exceed. Truly the empty was providential.

## NITRO-GLYCERINE IN THIS CITY.

Henring yesterday that there were parties in New York who were engaged in the importation and sale of nitro-glycerine, and fearing that accidents might occur fatal in San Francisco and at Aspinwall, Mayor Hoffman asking him to enter upon the duty of finding the danger

ous stuff and placing it outside the fire limits —

MATOR'S OFFICE, New York, April 20, 1866.

Fire Marshal Bases —

Fire—Understanding that a quantity of nitro-glycerine is stored in tols city, in one or more claces. I have to

once proceeded to make investigations into the where-abouts of the mysterious property and its owners. He soon found Mr. Albert Noble and Mr. James Devoe, who were engaged in manufacts ing nitro-glycerine in the old sountry and shipping it to this for blasting purposes. An association had, in fact, been formed for the purpose of manufacturing the article in this city. Noble had superintend operations. Upon inquiry Mr. Baker also found that there were twelve cases of the explosive compound in store in a public warehouse in Greenwich street, Nos. 56 and 58, all of which he caused to be carried outside the fire limits and deposited in a building where no damage can be done by its premature explosion.

where no damage can be done by its premature explosion. He discovered, meanwhile, that there were two additional cases, which had been sent for inspection to the Custom House store, 56 Broadway. He found the cases, simply marked "G. M.," and respectively numbered 586 and 588, on the top floor of the drug department, piled carelessly among a lot of similar boxes, and with nothing to warn those hourly among them of the highly dangerous character of their contents.

The cases were made of common pine lumber, about twenty inches in height and some fourteen by twenty inches square, and had their corners bound or protected with strips of zinc. The men laboring in the vicinity were astounded when they learned the danger to which they had been unwittingly subjected, and were only too giad to have the packages removed. They were also transferred to a point beyond the fire limits, having been duly receipted for by the Fire Marshal. The owners made no objection to this disposition of their property.

Whea brought before Mayor Hoffman, Messrs. Noble and Devoce declared that they were engaged in a legitimate business, but which, if found detrimental to the public interest, would have to be discontinued. They further testified that the cases discovered and disposed of by the Marshal were all of the material they had in the city; that there was no other party engaged in importing it to the United States, and that this lot had only arrived a few days previously in a vessel from Hamburg. In the two cases found at the office of inspection there were three or four hundred pounds of nitro-giverine. They had sold the lot which had exploded at the express office in San Francisco to a gentleman by the name of Taylor, who, as alleged, carried it to California in his personal possession, having it safely deposited in his berth en albipboard, whence it was subsequently transferred to the place where it created such havoc and destruction.

The Nitro-Olycerine Explosion at San Francisco.
THE MANUFACTURER ON TRIAL—THE PACKAGE BRIPPED FROM HIS ESTABLISHMENT IN HIS ABSENCE—IT WAS NOT LABELLED, ETC.

UNITE STATES COMMISSIONER'S COURT.

Before Commissioner Betts.

The United States vs. Otto Burst-Winder.—The defendant in this case is the manufacturer of the article known antly illustrated at San Francisco and Aspinwall. This statute which requires all explosive and inflammable materials which are liable to spontaneous combustion to be packed in a secure manner and labelled on the outside bly the name and description of the combustible material

of the package in a way to show clearly and unmistakably the name and description of the combestible material, and making it a misdemeanor to pack and transmit or ship it from any one place to any other without being so marked.

The first witness called for the prosecution was C. B. hiddlebrook. He testified that he is the tallyman in the freight depot of Welk, Fargo & Co. 'a Express office; that his business is to take an account and memorandum of all the freight that arrives in New York; that a few days before the sailing of the New York a box was brought to the company's office, marked "W. H. Mills, Los Angelos—Fast;" that the New York had passengers as well as freight on board when she sailed; that it was delivered on the pier to be taken out in the steamer; that a receipt was given for the delivery of it; that the receipt is given to the parties who tring goods to the company's office, who get a bill of lading en surremedring it at the office; that if this had been shown him he would have inquired what kind of off was in the package, as the company reject all explosive materials when they know of their being offered for transit; that if these been whale oil it would have been received; that Wells, Fargo & Co. consust and manage all the freight business of the steamship company; that they restrict the officers of the company from carrying explosive materials in the ships; that he remembered the box in question; that it was a wooden box about eighteen inches deep, eighteen inches wide and four feet long; that it could not go into a stateroom; that the "fast' freight is put on board last; that the box referred to, therefore, remained by his door several days; that he was antisfied that the mark upon it was "M, ex B," that if it had been marked nitroglycerine he would not have carry ed it; that the word "tast' means that the thing so labelled is to go straight through with freight and passengers, and that freight not marked in this way re-

tie, United States Consul at Panama, and Dr. Eraticker, the relivent company's surgeon at Panama, and Dr. Eraticker, the relivent company's surgeon at Panama, and Dr. Eraticker, the steamship cierk, to come with him to examine well, of this city. The run was made in one hour and sinity-five minutes. The train at two P. M. carried over Br. Hawkins, of the United States ship St. Marys, and others, and all of these gentiemen did their utmost for the sufferers, some of whom had to undergo the severest operations.

Every possible exertion was made by the officers and men of the United States steamer James Adger, at Aspinously, the content of the constant there were seventeen or eighteen wall, to render all the aid in their power. There was no United States Consul there, however, and there seidom is petited that Mr. W. H. Mills, a Claifornia miner, who formerly occupied the same room that he did, had purchased in the month of March hat about one hundred pounds of nitro glycerine; that there were an association, of which Jas, hevee is president and official from his post should command the attention of the present witness accretary and treasurer, and John S. Vanaw. W. H. White, Otto Berstenbinder (the accused)

was an association, of which Jas. Devoe is president and the present witness secretary and treasurer, and John S. Youngs. W. H. White, Otto Burstenbinder (the accused) and J. H. Prentice directors, called the New York Blasting Oil Company, not yet organized; that they sell the oil in small and limited quantities; that since the accident at the Wyoming Hotel they had kept it at the corner of 115th street and Sixth avenue to have it out of the way of danger; that when they sell any they send up there and cart it down town; that he had known a package to go by express marked "Lagendie, Evans Mills, Jefferson county, New York," with nothing on the wooden box to show the character; that witness got the money for it from Mills; that he bought cartradges somet mee jointly with Raymond; that sometimes the oil came in gluss cases and sometimes in square tin boxes, containing twenty-seven pounds and a half; that this pur hase was made about the middle of March; that Mr. Prentice went to the magazine and shipped it; that whipid B was in the handwriting of Devoe; that it was in Burstenbinder's name, because the oil is subject to his order; that the accused was gone five weeks to Lake Superior, and only got back about the shipment was made, and that any kember of the association could deliver the oil without b's consent.

The case was then adjourned till Monday.

A Card from Mr. Noble.

A Card from Mr. Noble.

A Card from Mr. Noble.

TO THE EDITOR OF THE HERALD.

Since my arrival in this city I have learned with deep regret of the two accidents which have lately occurred, with nitro-glycerine. Although the causes of these explosions are unknown I hope to convince competent and scientific authorities that nitro-glycerine is a substance less dangerous to handle and store than guapowder. To that end I propose making in a few days a series of experiments, of which the time and place will be given in your paper. Until then I respectfully request the public to suspend their opinion, as such experiments will enable them chearly to judge for themselves. A NOBLE.

Naw York, April 20, 1899.

We have no doubt that Mr. Neble's kind offer will be appreciated in a proper spirit by the public, but we

be appreciated in a proper spirit by the public, but we are inclined to think that few people will care for being present at his experiments on this villanous compound crowd collected within a few blocks of the experimental after the causes of the explosion of nitro-glycerine. But few, we think, will be ambitious enough to bear him

## PIRES.

Large Fire in Geneseo-Business Portion ROCHESTER, N. Y., April 20, 1866
A fire broke out in Geneseo last evening about half.

part seven o'clock, in the store of S. P. Bierges, and be fore it was checked proved very destructive. A clerk fore it was checked proved vary destructive. A clerk went into the cellar to draw kerosene; the faucet not working readily, he held his light near it to ascertain the reason, when fire was communicated to the liquid, and the cellar was immediately in fames. The citizens gathered promptly and rendered all the assistance possible, but the fames could not be subdued until the business portion of the williage was destroyed. The heaviest learns are S. P. Hierges, Beach & Ofmstead and J. F. Bishop, dry goods most chant; S. D. Beckwith, druggist; Dodge & Cole, hardware dealers; Mercer & Geode, taitors, and J. Rorstack: The loss is estimated at \$50,000, nearly all of which is covered by insurance.

Another Incendiary Pire in the Oil Regions.

The tanks of Horier & Co. " "pipe line," at Shafer, Pean, with one thousand barrels of oil and several freighted cars, were burned to-day by teamsters out of wors.

Poer Owner Emergicanny.—A young man named Ar-thur H. Sheldon has been detected by special mail arent James H. Tycer is puriotisting letters containing money from the Post office at Laporte, Ind. He had been confi-dential clerk of the Postmaster for four years. He was committed to juil on the 13th test, in defauls of \$3,000 ball.

THE CHOLERA.

The Sick Removed to the Floating Hospital.

The Well Placed on Board of the Steamer Illinois.

Forty-seven Deaths Up to Friday.

THIRTY-FOUR STILL ON THE SICK LIST.

Report of the Sanitary Authorities on the Infected Ship.

Everything Being Done for the Comfort of the Passengers.

ALL OF THEM IN GOOD SPIRITS.

NAMES OF THE DEAD AND SICK.

With the exception of the special committee appointed by the Board of Health to examine into the condition of affairs on board the steamer Virginia, no communication whatever was had yesterday between the shore and the infected ship. The Virginia is lying this side of Sandy Hook, in what is known as the "Horse shoe," which place is distant from New York about eighteen miles, and from the lower end of Staten Island some nine or ten miles. This being the case it is almost needless to repeat that there is no danger of the diseas being communicated from the vessel to the shore. THE HOSPITAL SHIP.

At two o'clock yesterday morning the hospital ship Falcon was towed from Red Hook to the lower bay, where she was anchored in close proximity to the Vir-ginia. Dr. D. H. Bissell, who has charge of the floating pospital, had the sick renoved on board of the Falcon ints will do everything in their power to make the unfortunates as comfortable as circumstances will permit.

The steamer Illinois was sent down to the lower bay

yescrary atornoon, for the purpose of receiving such of the passengers as have not as yet shown any symp-toms of having contracted the disease. She is a large vessel, and can accommodate, without overcrowding, about twelve hundred persons. Her machinery, which was sold some time ago at public auction, has been reverted into washing rooms, staterooms and other per-poses. The cabin passengers will be allowed to remain in their present quarters on board of the Virginia, where made by the disease. The pilot who brought the steamer into port will be quarantined along with the other pas-sengers, and for the same length of time.

REPORT OF THE SPECIAL COMMITTEE OF THE

ship Virginia, returned from his inspection washed

bot many new cases on noard. When they reached the Virginia, which was about noon, some twenty cases had been removed to the hospital ship Falcon, and there was at that hour (four o'clock) probably inct one sick person on board. The captain of the Virginia specially requested that a steamer might be sent down to come alongside and assist in the transfer of the passengers from that vessel, as there was but one small boat then occupied about three quarters of an hour. Dr. ilissell and and man them with the crew, which he did. The ship There is no panic whatever among those on board, not

gers, as for when request that they be allowed to remain on her, as they did not wish to be transferred with the others, as long as they could not be permitted to come to New York. I deem it advisable that this privilege be reiended to them. They also urged me to hurry down the Illinois.

The ship sailed from Liverpool on the 4th of April, calling at Queenstown on the 5th inst, she had one thansand steerage and fifteen cabin passengers were principally from Holland and Germany, many crossing the German Ocean. They had been perfectly well on coming on board, and remained so from the 5th to the 12th. On that date a man, woman and the dwere taken suddenly sick, and died on the same day, with symptoms which the surgeon declared to be cholers. On the 13th eight persons died who were taken with such symptoms. On the 14th four persons died, and so on until their arrival, at 4 P. M. on the 14th inst, up to which time whirty seven deaths had occurred on board the Virgunia. Since then they had lost eight. Three had died last evening (Thursday). There are now twenty cases in the hospital. The new cases do not seem by any means so bad as the preceding ones. Many of those taken with cholera would be attacked while wasking—some on deck and others below—with vomiting and severe cramps. The finied vomited was of the consistency of watery milk. The diarrhous did not seem very frequent; but one had it very severely. I saw note of the discharges, the bed pans having been immediately thrown overboard. The clocker of a few who were sent to the hospital were much defield. ind not seem very frequent; but one had it very severally. I saw none of the discharges, the bed pans having been immediately thrown overboard. The clothest of a few who were sent to the hospital were much defiled. Since going down to the lower Quarantine no communication had been had with any vessel until the Falcon came down to-day. The cabin passengers were all well and appeared perfectly happy. Dr. Bissell said to was in need of another health officer and five able-hodied nurses, and that there was most orgent need of them. Dr. twistcraw replied that arrangements had been made in the matter of desired medical assistance, but that it was tustomary to employ the nurses from among those on the infected vessel, who are paid for their services in that capacity.

Dr. Darrow said it was remarkable that the disease broke out in the same manner on the lower decks of both the Virginia and England, which belonged to the same line.

CARD OF THANKS FROM THE CARIN PASSENGERS TO CAPTAIN PROWSE AND OFFICERS OF THE

YINGINIA.

At a meeting held by the saloon passengers, Colonel R. Wikinsons of Buffalo, in the chair, it was resolved and unanimously agreed to, that the following letter of thanks be presented to Captain Frows and his officers, and that the same be published in the daily papers.

Captain BEANER, Secretary.

The Boane Strawners Vincinia.

and that the same be published in the daily papers.

Captain BEANER, Secretary.

On Boano Strawmer Visions: [166]

Carrain Prowns:—Figur Size We, the subdeviged palescripes of the whip under year command; but to take the surface opportunity of tendering year our discrete themse for your humana Biodises and admirable conduct under most trying dreametismes, during the lace passage from Liverpool to this port.

Waske with to acknowledge the kind attentions of the officers ander your command, as well as the uncertaing exertions of your chief sudjecter.

Training that your conduct are a pretiremen, as a salter and as a Christian may be widely known and doly appreciated, we are, dear dr. respectfully rours.

Henry Hall, L. H. William, A. Habersack, Chylain Basmer, A. E. Hastings, B. Harding, A. Fundantia, Frank

Haberseck.

List of DEAD.

The following is a complete list of the names of the persons who have died of cholers on board the stanger Virginia up to generally—forty erven in All—12th April.—Ann Brennan, Peter Faunce, Johnsonse Portin Harriett Brett, Ellen Lavance, Jan Sommera, Johnsons Anderson, Joh. Herman, Enry Gopmen, Cornelius McCarthy, Peter Maloy.

14th. - Am Weish, Hichael Kelty, Hichael Wolly, Pat-

rick Sullivan, Julia Cronan, Henry Strauss, Daniel

O'Connell.

15th.—Laprits Hanson.— Peterson, Johannes Castilio, Geliha Faust, Wm. Lane.
16th.—C. Higgins, Ellen Lavance, Eve Herman, Martin Brenner, A. Renner, Hans Halsterhead, Daniel McCarthy, John Garble.
17th.—A. Halsterhead, Daniel O'Connell, one woman,
name unknown, Daniel McCarthy, John Gabel, James
Doherty, ordinary scaman; George Duffield, fireman.
18th.—Rose Mooney, John Roberts, Michael Costur,
Paniel Mahoney.

Daniel Mahoney. 19th -- Wm. Burns, Jaka Austreiz, Patrick Duffy. 29th -- William Flynn, Mary Ann Smith. Total, 47.

Crow—Joseph Bavison, Henry McKie, Sheppard, steward; Branford, boatswain, Henry McKie, Sheppard, steward; Branford, boatswain, Passengers—Mull Cleary, William McKertha, John Fulton, Thomas Quintan, David James, J. McGrath, Maurite Cantahil, he La Rue, Thomas Corne, Philip Francois, N. Casserell John Dowlan, John Magee, Thomas Gilford, James Baker, William Long, Owen Finley, John Margion, John Shean, — Ansientz, Bridget Welzh, Mrs. Lowell, C. Donohue, M. Craig, — Donohue, R. Charley, John Shean, D. Ansterheiz, Catharine Shean, Mary McCarthy, Margaret Wright, B. M. Gergoo, Una Asser.—Total M.

THE BATTERY BARRACKS TRANSPERRED TO THE BOARD OF MEALTR.

G. B. Datrox, Sanitary Superintendent of the Board of Health, 301 Mott street. Health, 301 Noti street.

By direction of the Secretary of War, Brevet Major General Stewart Van Vieit, Quariermaster, has been instructed
to transfer the Battery Barrueks to the Board of Health a requested in your belegram of yesterlay.

THOS. M. VINCENT, Assistant Adjutant General.

Dr. Stone, in accordance with the above despatch, read the following, which was adopted -Besolved. That the Superintendent acknowledge the re-ceipt of the telegram from Col. Vanceut, Assistant Adjutant General, and, under the orders of the Santiary Committee, make the arrangements for the furnishing of the hospital at the Battery Barracks.

THE STEAMER ENGLAND.

The steamer England, for Halifax, with over a thousand passengers on board, is expected to much here this morning. She will be defauted at Quarantina.

The Health Board.

ACTION IN RELATION TO THE CHOLERA—HOSPITALS
TO BE ESTABLISHED AT DIFFERENT POINTS OF
THE CITY—THE CELLAR POFULATION OF THE
DISTAICT MUST BE REMOVED IN ORDER TO ESCAPE THE EPIDEMIC, ETC.
The regular meeting of the Board of Health was held

yesterday—all the Commissioners present—President Schultz in the chair. The minutes of the last meeting were read and approved.

were read and approved.

The Attorney of the Board read a great number of orders prepared for the abatement of general nuisances, upon which the usual orders were entered.

Dr. Palton, Superintendent, from the Committee on Investigation in regard to the choiers reported on the Virginia, at Quarantine; then reported verbaily the result of the examination made by Dr. Harris and himself, which is published elsewhere.

A telegram in reply to the application made by the Board to the general government for the use of the Battery barranks was received, ordering the Quartermastet to transfer that building to the Board of Health.

Dr. Paucas cited a case which had come under his notice, as follows:—A poor man resisting at Haverstraw had a bob calf killed last Friday, of which he had eaten part, and being taken sick on Sunday, died on Monday, having all the symptons of cholem, and he had no doubt that it was really that disease.

The Doctor then said:—What is to be done by our eighteen thousand people living in cellars? If you observe in the case of the Virginia and Hallfas, all their passengers were in good health for eight days after leaving port, when they were taken suddenly sick with cholera. This sinesse they breed among themselves, in the over-crowded steerage or lower deck, where it first made its appearance. There were no cases in the cabin. The same was the case in the Atalianta, which was also crowded with double tiers of blunks. If we want to keep off the cholera we must dispose of those poor creatures hudded together in collars and tenement houses. Their means of sustemance is small; they cannot improve their condition of living, yet unless we remove them we can-

red. That this Board proceed to secure the services, exceed, of physicians who were successful in the man-

## Good Suggestions.

TO THE ESTION OF THE HERALD.

It is cratifying to see the efforts made on all sides to prevent the introduction of choices into this country. The authorities at Warhington give the matter their at-tention, and we hope measures will immediately be taken to examine most carefully all vessels coming to any of our harbors, and if there are or have been during their voyage signs of the epidemic, not to permit the anding of any passengers or packages from such ves-sels. Prevention is certainly our first duty. The gentle-men constituting the Board of Health for this city deserve credit for their exertions in the discharge of their lean labors, and they ought to be assisted on all sides to keep our streets in a condition, remove all the Virginia and England, which belonged to the same line.

Dr. Parken desired to know how the steerage passen gers had fared in regard to food.

Dr. Darkon replied that they all appeared to have been will cared for, and generally as if they had had a pseasant voyage of it.

Dr. Bernourans said they had been watching the German and Duich ports for that disease more than the French and other ports. With regard to the Illinois, she had been function in the best manner possible. It was not deemed proper for her to go alonged the Virginia, five hundred yards being near enough for her to appear on board, and once texpose their passengers were being removed to her.

Voung Men's Howard Association.

Voung Men's Howard Association.

afternoon which resulted in the formation of the Young Mon's Howard Association, a society which, should the constals and the Board of Houlth in taking care of the ack and preventing the agreed of the epidemic. The abjects of the association are, to attend to the pressing wants of those rho may be attacked with cholers and who may be too poor to here norms and precious medical relief; the formation of a corps of physicians, whose members may be ready to start to core for patients at a momentum twottee; the catabilishment of free hospitals and medical depotanties, where care and the applicance of actions may be had by all who are unable to accure them as their homose, and the interment of mich as may do. The association is to be conducted entirely by subscriptions expected to be received from the character and public spirited of the city, will have its office in different infected districts, and, whould the necessity arise, updecubedly prove a great branch to may residents. The following is a list of the officers of the Howard Association, elected on Wednesday prevented Astron. sick and preventing the spread of the spidemic. The tollowing it a list of the officers of the Howard Asso in-tion, elected on Wednesday President Colonel Aston Seeder, take of the Twenty 6th New York caralry, fine-retary and Treasurer, Major Julg Misseng, late of the Tenth New York Vintenteers, Experintendent, Fathan Nesthit, East, Trustena, Get, Chas. I. Dodge, J. L. Worth, Wgi, N. Beach, David Scott, M. V. H. Franth, George P. Way, Chas. H. Harwell, Jr. A. R. Herrick, Major Miss-tog, the Secretary and Treasurer, is authorized to receive subscriptions toward carrying out the objects of the same relation.